

Richmond Automobile News

HOW CALIFORNIA SOLVED HIGHWAY WORK PROBLEM

State-Wide Campaign of Education
Results in Convicts Being
Placed on Roads.

PHYSICALLY FIT ARE SELECTED

Commissioner Stern Says Men Never
Used to Manual Labor Are Now
Working Under Bitterest Weather
Conditions.

Charles P. Stein, State highway commissioner of California, writes on "California's Convict-Built Roads" as follows:

"Two years ago I undertook a State-wide campaign of education, paving the way for the use of convict labor for highway work. In these days of hysterical legislation and sub-sistered criminology, when professional ex-convicts are propagandizing and exploiting their shame from behind press and barbed-wire fences, it is refreshing to meet with such earnestness, but I saw a great State need, and a means to meet that need partially."

On the one hand was our mountains road network in California. To the east and northeast of us lies a string of mountains and valleys extending the distance from San Francisco to the Colorado River. The mountains that rise out of the coast of the State are snow-clad mountain passes month after month when there is no mail connection, no fresh meat in camp, no possibility of outside medical attention. And this is the region that could be made the pleasure-ground of the nation, were it not for financial difficulties and antagonists.

The mountain road needs of California have always been far in excess of her resources, and no longer can we afford to let this pass. The last legislature was asked for over \$2,000,000 for needed roads and had not a dollar to give.

Many Youngful Prisoners.

On the other hand, behind the walls of Folsom and San Quentin, thousands of inmates from all over the world are a burden to the State. If you should study them as I have, you would be struck as I was by their appalling youth. This moral problem is a puzzle of sound men who have the greater part of their lives still to live as increasing its possibilities to the State. The average age of the offender is under thirty, taken in groups of five, twenty-five years would include the greatest number of eight men awaiting the gallows; in four months ago the oldest was thirty-three, the next as the youngest was one under eighteen, and the average age was under twenty-three.

It seemed to me that this liability of the state could be made a resource to the benefit of both parties in interest, the convicts and the State. A great good could be accomplished if I drafted a bill, simple but comprehensive. We met every character of opposition fairly and without stinting. To the idea that we were going to take a group of these men and give them to a company who answered out and promised to do all the necessary chores and situation were such that we could not be done at all, one fell out from the Board of Prison Directors directing the discipline and control of the men. The Highway Department supplying everything and directing the work. Close harmonic and cooperation between these departments of the State gave much to the results achieved.

Force Rapidly Increased.

In September of '16, we opened our first camp, going slowly in a "Safety first" basis. We started with thirty men and have gradually added another ten. They are carefully selected by the Board of Prison Directors, both for trustworthiness and physical fitness. We house them in solitary camps, clothe and feed them so we would free men, grant them as much personal freedom as they will not abuse. They work practically on an honor basis, being required to work steadily without arms in a camp of sixty, one man acting as captain of the camp and the other two as commanding on the work.

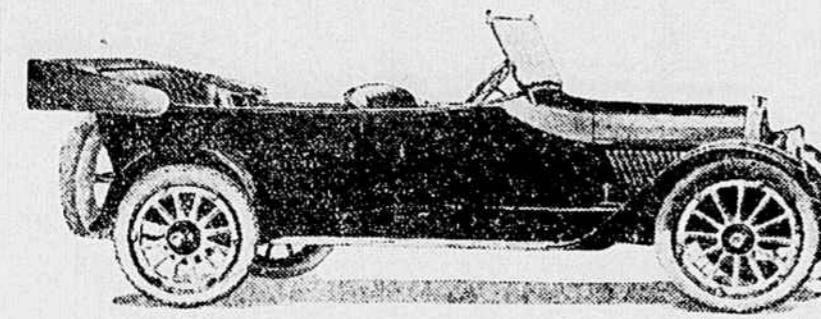
No man is to be found in camp, works without incentive. To those men we give hard and tiring conditions, rugged economy, and the crowning incentive of one daily reduction in sentence for every two days of loyal and efficient work. The scheme is working beyond my fondest dreams. We are taking men soft from prison to make them the steel used to mount them. We are supplying them with everything at the expense of the work and working them under bitter weather conditions, our costs to the State are 20 per cent under the lowest estimate and 10 per cent under what we have paid contractors for similar work in the same region.

AN AUTO MUD PULLER.

Newly Patented Device to Lift Motor Cars From the Dredged Method of Bad Roads.

The Bain Manufacturing Company of Richmond, incorporated about a month ago by the State Corporation Commission, has started a new industry in the city, having installed machinery at 2106 East Main Street to manufacture, by the thousand, a handy little tool which has been named the mud puller. Its function is to lift the mud off the wheels of the automobile when the wheels are stuck in the mud and also to prevent them from getting stuck when passing over very muddy roadways.

The mud puller is only four inches in width and one inch deep and is easily attached to the rear wheel of the auto, being made of wrought iron and almost indestructible and a pair will last the life time of the mud puller to extremes. It is claimed to make the machine independent of the mud in the highways being traveled.



1917 advanced eight-cylinder design, seven-passenger, Model 45, Oldsmobile touring car, the agency for which has just been secured by the Commonwealth Motor Company.

to Vins owners. A feature of the service is the action of the company in loaning owners the use of a stock car while the owner's car is out of commission.

Several sales of Vins' "Hilltop" cars were made during the past week before the new prices became effective the first of the month. The car is distributed by the Atlantic Auto and Accessories Company.

The Kuehler Motor Company is awaiting a shipment of the new King Four-door cars within the next few days. This four-passenger car is the model that attracted wide attention at the recent automobile show. The company has already sold all the new King cars it has been able to obtain.

INVENTS NEW SPARK PLUG

Patent Is Allowed to C. R. Winston, of Richmond, Who May Manufacture the Article Here.

Charles R. Winston, manager of the commercial department of the Virginia Railway and Power Company, has obtained a patent on a new spark plug for gasoline engines, and in event the patent rights are not sold outright, it is probable that Mr. Winston will organize a company for the manufacture of the invention in this city.

The invention is a standard length spark plug, provided with a point of electrically insulated at the end of the electrode, so that the end of the electrode is inclosed in a glass insulator, comes in the longest length needed by any car. The ground point can be made of an ordinary piece of copper wire in the event that a regular point is not obtainable. Then a slot is used to cut off the center rod to the exact length required by any car. The ground point is removed and the plug is ground around whereby the point can be adjusted up or down, so as to bring the spark higher or lower in the cylinder as desired.

The invention also provides an easy and convenient manner for cleaning the carbon or other deposits from around the point within the sleeve, and the threaded portion of the plug, without the danger of breaking the outer or ground points.

Lesser Heads Tidewater.

John A. Lewis has been reelected president of the Tidewater Automobile Association. This organization is the largest of its kind in Virginia in spite of the fact that it is only three years old. Its members number 900, fifty-five of whom joined at the last meeting. Other officers are vice-presidents, W. S. Benton and General C. Vaughan; secretary, Harry O. Nichols; and treasurer, W. F. H. Enos.

AN AUTO MUD PULLER.

What cars have done in the hands of many thousands of typical everyday users PROVES everything.

It is such proof which backs up— which guarantees—the new 1917 Haynes models.

America's Greatest Light Six

HAYNES

America's Greatest Light Twelve

our figures, backed up by over 100,000,000 miles of hard road travel in 32 months, will cover what these 1917 Haynes cars will do for you in 1918—in 1919—in 1920—as well as in 1917!

A guarantee of future satisfaction and low upkeep that no surety bond could make more definite or more certain—the direct result of 24 years of straightforward business dealings and of over 100,000,000 miles of the most varied kind of actual road-proof.

Model Garage Corporation

DISTRIBUTORS,

Mad. 170, 605-13 W. Broad St.

R. W. Crittenden, Pres.

A. MEYER'S SON'S CO.

Ford Agents,

9-11 South Eighth Street.

Some New Stuff!

Ability as Ford mechanics, quickness in our work, with confidence added, enables us to give a price in advance for repairs you need.

Randolph 3405 FORD REPAIRS 1629 West Broad

Our prices are the lowest, as our work is the best, in our own special line. Furthermore, we guarantee results or no charge at all.

H. A. VAN NESS and H. R. VAN NESS

FREE FREE

A New Inner Tube for your car, and gives better protection than any tire ever made.

RED TUBE 100% SATURN TIRES

20x2.50 21x2.50 22x2.50 23x2.50

24x2.50 25x2.50 26x2.50 27x2.50

28x2.50 29x2.50 30x2.50 31x2.50

32x2.50 33x2.50 34x2.50 35x2.50

36x2.50 37x2.50 38x2.50 39x2.50

40x2.50 41x2.50 42x2.50 43x2.50

44x2.50 45x2.50 46x2.50 47x2.50

48x2.50 49x2.50 50x2.50 51x2.50

52x2.50 53x2.50 54x2.50 55x2.50

56x2.50 57x2.50 58x2.50 59x2.50

60x2.50 61x2.50 62x2.50 63x2.50

64x2.50 65x2.50 66x2.50 67x2.50

68x2.50 69x2.50 70x2.50 71x2.50

72x2.50 73x2.50 74x2.50 75x2.50

76x2.50 77x2.50 78x2.50 79x2.50

80x2.50 81x2.50 82x2.50 83x2.50

84x2.50 85x2.50 86x2.50 87x2.50

88x2.50 89x2.50 90x2.50 91x2.50

92x2.50 93x2.50 94x2.50 95x2.50

96x2.50 97x2.50 98x2.50 99x2.50

100x2.50 101x2.50 102x2.50 103x2.50

104x2.50 105x2.50 106x2.50 107x2.50

108x2.50 109x2.50 110x2.50 111x2.50

112x2.50 113x2.50 114x2.50 115x2.50

116x2.50 117x2.50 118x2.50 119x2.50

120x2.50 121x2.50 122x2.50 123x2.50

124x2.50 125x2.50 126x2.50 127x2.50

128x2.50 129x2.50 130x2.50 131x2.50

132x2.50 133x2.50 134x2.50 135x2.50

136x2.50 137x2.50 138x2.50 139x2.50

140x2.50 141x2.50 142x2.50 143x2.50

144x2.50 145x2.50 146x2.50 147x2.50

148x2.50 149x2.50 150x2.50 151x2.50

152x2.50 153x2.50 154x2.50 155x2.50

156x2.50 157x2.50 158x2.50 159x2.50

160x2.50 161x2.50 162x2.50 163x2.50

164x2.50 165x2.50 166x2.50 167x2.50

168x2.50 169x2.50 170x2.50 171x2.50

172x2.50 173x2.50 174x2.50 175x2.50

176x2.50 177x2.50 178x2.50 179x2.50

180x2.50 181x2.50 182x2.50 183x2.50

184x2.50 185x2.50 186x2.50 187x2.50

188x2.50 189x2.50 190x2.50 191x2.50

192x2.50 193x2.50 194x2.50 195x2.50

196x2.50 197x2.50 198x2.50 199x2.50

200x2.50 201x2.50 202x2.50 203x2.50

204x2.50 205x2.50 206x2.50 207x2.50

208x2.50 209x2.50 210x2.50 211x2.50

212x2.50 213x2.50 214x2.50 215x2.50

216x2.50 217x2.50 218x2.50 219x2.50

220x2.50 221x2.50 222x2.50 223x2.50

224x2.50 225x2.50 226x2.50 227x2.50

228x2.50 229x2.50 230x2.50 231x2.50

232x2.50 233x2.50 234x2.50 235x2.50

236x2.50 237x2.50 238x2.50 239x2.50

240x2.50 241x2.50 242x2.50 243x2.50

244x2.50 245x2.50 246x2.50 247x2.50

248x2.50 249x2.50 250x2.50 251x2.50

252x2.50 253x2.50 254x2.50 255x2.50